



Appendix	B
SRPRS	18.052
File(s)	D01-17001 & D02-17003

**PLANNING AND REGULATORY SERVICES DEPARTMENT
DEVELOPMENT ENGINEERING DIVISION**

September 27, 2017

MEMO TO: Deborah Giannetta, Senior Planner

COPY TO: Richard Hui, Manager of Transportation

FROM: Paul Guerreiro, Development Engineering Programs Coordinator

SUBJECT: D01-17001 (Official Plan Amendment) &
D02-17003 (Zoning By-law Amendment)
GOLDENVILLE DEVELOPMENT INC.
39-97 CARRVILLE ROAD

The Development Engineering Division has reviewed the above noted application.
The applicant/consultant shall confirm that all comments noted below have been addressed by ensuring each box is checked off, initialed and included with the next submission.

Transportation - Please contact Ahsun Lee, Traffic Engineer at (905) 771-2515 if you have any questions or concerns.

Transportation staff reviewed transportation related documents submitted in support of the aforementioned applications. Based on our review, the transportation staff has concerns with the proposed development applications as it has no regards for planned transportation infrastructure in the Official Plan and/or the Yonge/16th Key Development Area Secondary Plan. Therefore, from the transportation perspectives, the submitted development applications as submitted are premature. Following sections provide details of findings that led to this conclusion.

Transportation staff reviewed the Transportation Impact Study, prepared by WSP, dated January 2017. The study recommends a termination of the north-south street, which is in the Official Plan. The rationale for such termination is based on the assumption that only 50 vehicles will utilize this street during the peak hour in the northbound direction only. It is also noted that 90 trips in the morning and 106 trips in the afternoon peak hours generated by the proposed development would use this north-south street. Given that this street will serve developments along Yonge Street between Carrville Road and Garden Avenue, the traffic forecast shown in this report is significantly under-estimated. Therefore, the terminating the north-south street at the southerly property of the subject site is not acceptable as it will create operational issues.

The submitted site plans show a 10m-wide road allowance provision for the east-west street, incorporating the planned east-west street in the Yonge/16th Key Development Area Secondary Plan. However, the Transportation Staff cannot determine if the proposed road provision as shown in the site plan is sufficient at this point in absence of determining the exact location and road design through the environmental assessment process. Since the subject east-west street is introduced as part of the Yonge/16th KDA Secondary Plan, it would make sense to provide this street entirely within the secondary plan area.

Transportation Staff also note that the levels of service from traffic analyses show better results for Scenario 3 although the traffic volumes at the Yonge/Carrville/16th intersection have more volumes. This discrepancy would be related to the results being based on the Intersection Capacity Utilization method rather than the Highway Capacity Manual (HCM) method. As such, staff ask that all intersection capacity analysis results shall be revised using the HCM methods.

Transportation staff also note that the pedestrian volumes in the analyses are inconsistent and there is no growth from the existing traffic volumes. Given the nature of the proposed development and the context of the location, it is important to consider the potential pedestrian movements and need to recommend necessary infrastructure to support these movements.

It is also noted that the loading section refers to standards and zoning by-law from the City of Toronto. Considering the above comments, which would impact the site design, this section would require changes to the loading requirements. Please refer to Town's applicable by-law for the subject sites and make necessary recommendations as deemed appropriate.

Recognizing that the TDM implementation would be more suitable at the site plan design stage, the Transportation Staff focuses on the zoning by-law related elements of the TDM in this review. These include the bicycle parking and other applicable TDM measures that need to be captured in the zoning by-law in order to reduce the automobile reliance. Based on the town's sustainable metric minimum requirements and the amount of parking reduction on the subject development proposal, the proposed bicycle parking of 0.25 space / unit for the residential use and no bicycling parking provision for the retail use is not acceptable. As such, the transportation staff seek provision of 0.6 bicycle parking space / unit for the long-term and 0.05 bicycle parking space / unit for the short-term for the residential use. For the retail use, 1.0 bicycle parking space / 100m² of GFA is suggested for the short-term, which is about 75% of the vehicular parking reduced from the current applicable by-law. The bicycle parking space dimensions shown in the proposed draft zoning by-law are applicable to the long-term bicycle parking and these bicycle parking spaces have to be accessible all time (no tandem arrangement can be considered). The short-term bicycle parking can be provided with more organic design features such as bike rings. However, the short-term bicycle parking needs to be weather-protected (e.g. under the canopy).

Reviewing Section 9.4, the Transportation staff feels that the car-share program should be incorporated into the zoning by-law and the site plan accordingly as it is very difficult to explore the car-share provision after the condominium corporation is established. Also, the comments on the PRESTO cards will be deferred to York Region as they are the transit authority who can provide a more effective program for the proposed development.

Transportation staff note that the proposed draft zoning by-law for the above applications does not fully capture recommendations in the Transportation Impact Study. Transportation staff require the clarifications on the proposed land use in order to determine the appropriate parking requirements and/or prohibition of high parking generation land uses. Additionally, the loading requirements including the space dimensions need changes subject to the findings of the Transportation Impact Study as per the comments noted above.

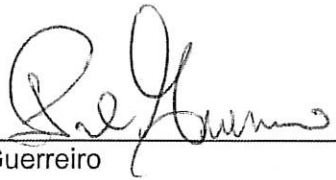
Hydrogeological - Please contact Jeff Walters, Manager of Stormwater Management & Subdivision at (905) 747-6380 if you have any questions or concerns.

Comments on a separate memo.

Functional Servicing Report - Please contact David Moyle, Project Coordinator – Site Plans at (905) 771-5541 if you have any questions or concerns.

Comments on a separate memo.

D02-17003

A handwritten signature in black ink, appearing to read "Paul Guerreiro", written over a horizontal line.

Paul Guerreiro

PG/ph



**PLANNING AND REGULATORY SERVICES DEPARTMENT
DEVELOPMENT ENGINEERING DIVISION**

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Comments will be on a separate memo.

Hydrogeological - Please contact Jeff Walters, Manager of Stormwater Management & Subdivision at (905) 747-6380 if you have any questions or concerns.

We have reviewed the Preliminary Hydrogeological Investigation prepared by Brownfield Investment Group Inc. dated January 19, 2017 and provide the following comments.

The proposed development site is within the Town Urban MESP study area. The final Hydrogeological Investigation will need to address conformity to the recommendations in the Town Urban MESP for the Town growth centers and corridors. This MESP is available through the following attachments and should be reviewed as background information.

Please provide a section in the final report to address conformity to the Urban MESP. This Hydrogeological study needs to conform to the specific requirements for hydrogeological studies identified in the recommendations of Section 3.3 of the Urban MESP.

Section 3.4 Recommend an additional groundwater sample be tested to confirm the quality results.

Section 4.0 Dewatering assessment to be updated in final report based on final building design information and confirmed excavation limits for underground foundations. In Table 4-1 the Bottom of Aquifer elevation is noted but the presence of an Aquifer is not noted in section 2.2.3.

The final Hydrogeological study is to include a water balance assessment to determine the annual infiltration deficit to the groundwater system under post development conditions. The final report is to assess the feasibility LID measures to mitigate the annual deficit to satisfy the requirements of the Source Water Protection Plan.

D02-17003

To support this zoning amendment, we will require the preliminary hydrogeological investigation to provide a statement that construction of the proposed underground parking structure is feasible and any temporary construction or permanent dewatering impacts to the groundwater system and natural heritage system may be mitigated using conventional methods. A preliminary dewatering impact assessment should be included and will need to conform to Section 3.3 of the Urban MESP. Only this comment needs to be addressed to support the zoning application.

To support a future site plan application, we will require the final hydrogeological investigation to assess of the impact of any temporary dewatering during construction and any permanent dewatering system associated with the building/underground parking structure on the groundwater system including the natural heritage system, adjacent structures and wells. The analysis should also include estimating peak dewatering flows, estimating zone of influence from dewatering, assess impact of discharging flows to the capacity of the local sewer system and if dewatering discharges to a storm sewer assess water quality impacts to the storm drainage system and natural heritage system at point of discharge.

Functional Servicing Report - Please contact David Moyle, Project Coordinator – Site Plans at (905) 771-5541 if you have any questions or concerns.

FSR

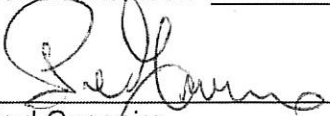
Initial

- ☐ Individual FSR and SWM studies prepared by MMM Group dated January 2017 were reviewed.
- ☐ Note: Only a single water, sanitary, storm service connection is permitted for the proposed development.
- ☐ Provide domestic and fire calculations for the development as a whole, not for each individual tower.
- ☐ To ensure adequate municipal water supply & pressure is available, the Engineer shall assess the existing watermain system to establish its capacity. Current hydro flow testing shall be coordinated with the Town of Richmond Hill Operations Centre.
- ☐ Revisions of the Sanitary drainage plan & calculations & design sheets are required to in accordance with the attached red-lined mark ups.
- ☐ Note: Detailed SWM comments will be provided during the site plan stage.
- ☐ Confirm with the TRCA if the proposed development is subject to the CTC Source Protection Plan and its requirements.
- ☐ SWM Report must be signed by a professional engineer.
- ☐ The proposed development is proposing storm service connections to Regional infrastructure. Approval/permission from York Region will be required.
- ☐ Revisions required as redlined in the report attached.

These comments have been addressed by:

Name: _____

Contact Number: _____


Paul Guerreiro

PG/ph